

comment on the application to impose only and impose and use the revenue from a PFC at San Diego Int'l-Lindbergh Field under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990, Public Law 101-508 as recodified by Title 49 U.S.C. 40117 [C(3)]) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). On April 26, 1995, the FAA determined that the application to impose only and impose and use the revenue from a PFC submitted by the San Diego Unified Port District was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 26, 1995.

The following is a brief overview of the application:

Level of the Proposed PFC: \$3.00
Proposed Charge Effective Date: October 1, 1995

Proposed Charge Expiration Date:
January 1, 2002

Total Estimated PFC Revenue:
\$132,341,000

Brief description of the proposed project—Impose and Use:

Construct an 8-gate addition to the West Terminal Building—Total \$1,000,000

Construct additional apron paving for support of West Terminal Building Addition—Total \$100,000

Modify the terminal access roads—Total \$28,093,000

School noise attenuation projects—Total \$1,461,000

Construct remain overnight apron—Total \$2,250,000

Upgrade HVAC in East and West Terminals—Total \$13,239,000

Impose only:

Enlarge East Terminal Gates 1 and 2 for international flights—Total \$1,069,000

Construct second level roadway for East and West Terminals—Total \$27,510,000

Construct second floor ticketing area at existing East Terminal—Total \$29,134,000

Construct additional 7 gates on west side addition of West Terminal—Total \$10,347,000

Construct apron paving for additional 7 gates on west side addition of West Terminal—Total \$10,754,000

Modify roadway system for additional 7 gates on west side addition of West Terminal—Total \$3,064,000

Construct terminal apron east of East Terminal including building demolition—Total \$1,947,000

Replace airport fire station—Total \$2,373,000

Impose only alternative projects (Total project costs):

Construct west airport access road to west side of terminal buildings—Total \$92,178,000

Extend Taxiway C west to the approach end of Runway 9—Total \$21,131,000

Relocate Taxiway B 400 feet from runway centerline—Total \$22,739,000

Construct airport access road from Washington Street north side of airport to west side of terminal buildings—Total \$50,109,000

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: FAR Part 135 Air Taxis.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application, in person at the San Diego Unified Port District Building.

Issued in Hawthorne, California, on May 1, 1995.

Robert C. Bloom,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 95-11675 Filed 5-10-95; 8:45 am]

BILLING CODE 4910-13-M

Aircraft Flight Recorder and Cockpit Voice Recorder

AGENCY: Federal Aviation Administration.

ACTION: Correction to notice of cancellation of Technical Standard Orders (TSO's) C51a and C84.

SUMMARY: This notice was issued in Vol. 60, No. 74, on page 19443, Tuesday, April 18, 1995, to make the following correction:

On page 19444 in the first column, first sentence "Based on the findings of the NTSB TSO-C54a, and TSO-C81 are canceled May 18, 1995." The sentence should read "Based on the findings of

the NTSB TSO-C51a, and TSO-C84 are canceled May 18, 1996."

John K. McGrath,

Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 95-11676 Filed 5-10-95; 8:45 am]

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Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Delays in Processing of Exemption Applications

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applications delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), RSPA is publishing the following list of exemption applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT: J. Suzanne Hedgepeth, Office of Hazardous Materials Exemptions and Approvals, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590-0001, (202) 366-4535.

Key to "Reasons for Delay"

1. Awaiting additional information from applicant
2. Extensive public comment under review
3. Application is technically very complex and is of significant impact or precedent-setting and requires extensive analysis
4. Staff review delayed by other priority issues or volume of exemption applications

Meaning of Application Number Suffixes

- N—New application
- M—Modification request
- PM—Party to application with modification request

Issued in Washington, D.C., on May 5, 1995.

J. Suzanne Hedgepeth,

Chief, Exemption Programs, Office of Hazardous Materials Exemptions and Approvals.